

# 1. INTRODUCTION

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The Fremont Bicycle Master Plan provides a blueprint for making bicycling an integral part of daily life in Fremont. The Bicycle Plan provides for a citywide system of bike lanes, bike routes, bike paths, bicycle parking, support facilities, and a variety of programs to allow for safe, efficient and convenient bicycle travel within Fremont and connecting to destinations in adjacent cities. The Plan covers the “4 E’s” of planning for bicyclists – Engineering, Education, Encouragement, and Enforcement – recognizing that an approach that draws from all 4 E’s will be the most successful in improving safety and increasing the number of Fremont residents bicycling for work, shopping, school, and recreation. This plan is consistent with the Fremont General Plan goal of “convenient alternatives to the automobile to conserve energy, reduce congestion, improve air quality and provide a variety of transportation choices to meet a variety of needs.”

## 1.1. WHY BICYCLING?

The bicycle is a low-cost and effective means of transportation that is quiet, non-polluting, extremely energy-efficient, versatile, healthy, and fun. Bicycles also offer low-cost mobility to the non-driving public. Bicycling as a means of transportation has been growing in popularity as many communities work to create more balanced transportation systems by giving bicyclists a greater share in use of the roadway networks. In addition, recent national surveys find that more people are willing to cycle more frequently if better bicycle facilities are provided.

## 1.2. PURPOSE OF THE BICYCLE MASTER PLAN

This Bicycle Master Plan provides a broad vision, strategies and actions for the improvement of bicycling in Fremont. It is important to note that the City of Fremont is by no means starting from scratch in terms of accommodating and encouraging its residents to bicycle:

- Fremont has an adopted Bicycle and Pedestrian Plan and an active Bicycle Pedestrian Technical Advisory Committee that advises city staff on priority bicycle projects
- Numerous Fremont adults and children already bicycle – the Fremont Freewheelers Bicycle Club is a major recreational riding and racing club, and numerous other residents utilize facilities such as the Alameda Creek Trail on weekends.
- Fremont has been proactive in installing bicycle facilities on many of the city’s roadways, resulting in a partial network of bike lanes and routes already in place on streets such as Paseo Padre Parkway, Fremont Boulevard, Grimmer Boulevard, Walnut Avenue, and Mission Boulevard.

This Master Plan seeks to build upon these successes – to enhance and expand the existing bikeway network, connect gaps, address constrained areas, provide for

greater local and regional connectivity, education motorists and bicyclists on the rules of the road, and encourage even more residents to bicycle. Adoption of this plan by the City is important for the following reasons:

**Maximize Funding Sources for Implementation.** A key reason for preparing the Bicycle Master Plan is to satisfy requirements of the California Bicycle Transportation Account (BTA), and other state and federal funding programs for bicycle transportation projects for which Caltrans plays an oversight and review role. In order to qualify for available funding, the State of California requires that applicants have an adopted master plan that includes a number of specific elements related to bicycle commuting, land uses, multi-modal connections, funding, and public input. The complete list of required BTA elements and their locations in this document is provided in **Table 1-1** below.

**Table 1-1**  
**Caltrans BTA Requirements**

<b>Required Element</b>	<b>Page(s)</b>
1. Existing and Future Bicycle Commuters	4-5
2. Land Use Map/Population Density	3-2
3. Existing and Proposed Bikeways	5-3 through 5-10
4. Existing and Proposed Bicycle Parking Facilities	2-16, 5-11
5. Existing and Proposed Multi-Modal Connections	5-18
6. Existing and Proposed Changing and Storage Facilities	5-12
7. Bicycle Safety and Education Programs	5-18
8. Citizen Participation	4-19
9. Consistency with Transportation, Air Quality, and Energy Plans	Chapter 3
10. Project Descriptions/Priority Listings	Chapter 5
11. Past Expenditures and Future Financial Needs	2-18

**Improve Safety.** Reduce bicycle collisions in Fremont through design standards and guidelines, education, and enforcement.

**Provide needed facilities and services.** Fremont has existing bikeways on several major roadways as noted above. While these facilities provide direct routes for experienced cyclists comfortable with riding on streets with relatively high volumes of traffic, much of the success of encouraging new cyclists will depend on meeting the needs of less experienced riders and those who prefer more scenic and pleasant cross-town route alternatives. Addressing constraints and gaps areas to ensure safety and continuity, incorporating more alternative collector and residential routes into the network, and providing support facilities such as secure bicycle parking at schools, shopping centers and major employers will encourage more people to ride bicycles and enhance the level of comfort for all.

**Enhance the quality of life in Fremont.** The development of bicycle facilities provides for people-friendly streets, paths, trails, and activity centers available to everyone, and supports sustainable community development. Bicycling can reduce traffic congestion, vehicle exhaust emissions, noise, and energy consumption by encouraging healthier and more active forms of travel.

**Set New Priorities.** The Bicycle Master Plan identifies existing network needs and recommends projects that will further enhance and improve bicycling conditions in Fremont for all levels of riders. Projects identified in this plan were evaluated according to priority criteria including safety, connectivity and network needs. These priorities emphasize providing designated bikeways to significant destinations such as the neighborhood districts, the BART and Amtrak stations, major employers, schools, and parks; enhancing regional connections to adjacent cities; and providing for recreational usage of Fremont's bicycle network.

### **1.3. GOALS AND POLICIES OF BICYCLE MASTER PLAN**

This section presents the specific goals and policies for the Fremont Bicycle Master Plan. Goals provide the context for the specific policies and actions discussed in the Bike Plan. The goals provide the long-term vision and serve as the foundation of the plan, while the policies provide more specific descriptions of actions to undertake to implement the plan. These goals and policies are based on the policies identified in the existing (2002) Fremont Bicycle and Pedestrian Plan, with modifications and additions to reflect this current plan's focus on bicycle facilities.

#### **Goal 1: Expand and Optimize Fremont's Bicycle Facilities**

- Policy 1.1. Provide bicyclists safe and accessible routes to all destinations within the City and outside the City, which are served by public roads, trails, transit and rail.
- Policy 1.2. Complete a comprehensive bikeway network by closing existing gaps and providing projects that improve intermodal connections.
- Policy 1.3. Encourage installation of bicycle parking at employment sites, schools, shopping centers, rail/transit stations, parks, recreation facilities and City facilities.

#### **Goal 2: Plan and Design for the Needs of Bicyclists**

- Policy 2.1. Include bicycle facilities in all city transportation projects where feasible and appropriate.
- Policy 2.2. Conform to the guidelines and standards of the City of Fremont, Alameda County, Metropolitan Transportation Commission, State and Federal Standards for the design and construction of bicycle facilities.
- Policy 2.3. Monitor and evaluate information on collisions involving bicyclists and use this information to assist in remedying existing problem locations and behaviors.

- Policy 2.4. Conduct regular bicycle counts so that trends and usage may be monitored and evaluated.

### **Goal 3: Promote bicycle safety and increased bicycling through education, encouragement, and enforcement activities.**

- Policy 3.1. Continue existing and pursue new adult and youth bicycle education and safety programs in Fremont, such as Safe Moves and the League of American Bicyclists courses.
- Policy 3.2. Continue Fremont Police Department enforcement of bicycle-related violations by both motorists and bicyclists, and emphasize positive enforcement for safe bicycling behavior by children. Utilize League of American Bicyclists or other education programs as a “bicycle traffic school” for bicycle infractions.
- Policy 3.3. Support Safe Routes to School efforts that include educational and incentive programs to encourage more students to bicycle or walk to school.
- Policy 3.4. Encourage major Fremont employers to provide incentives and support facilities for existing and potential employees that commute by bicycle.
- Policy 3.5. Identify ways to encourage bicycling to large civic events, such as by providing valet bicycle parking.

### **Goal 4: Provide for regular maintenance of the bikeway network**

- Policy 4.1. Develop a program for routine maintenance of bikeway network facilities including regular sweeping of bikeways and shared use pathways.
- Policy 4.2. Include the costs of major maintenance needs of bicycle facilities when calculating the maintenance needs of streets and roadways generally.
- Policy 4.3. Develop a program to ensure that bicycle loop detectors are installed at all signalized intersections on the bike network and are tested regularly to ensure they remain functional.
- Policy 4.4. Require that construction or repair activities, both on street and of adjacent buildings, ensure bicyclist safety at all times, minimize disruptions, and provide alternate routes if necessary.

### **Goal 5: Facilitate Coordination and Cooperation in Development of the Bicycle Network**

- Policy 5.1. Integrate Fremont’s bikeway network with adjacent jurisdictions and Alameda County to ensure regional connectivity.
- Policy 5.2. Develop a north-south and east-west bicycle corridors within the City roadway network in keeping with the City’s commute patterns.

- Policy 5.3. Establish regular communication between adjacent cities, the East Bay Regional Park District, Caltrans, and other affected agencies regarding bicycle planning issues.
- Policy 5.4. Include “Rails to Trails” projects in the development of the bicycle network.

#### **Goal 6: Implement the Bicycle Master Plan**

- Policy 6.1. Develop and update every two years a bicycle projects list in coordination with the City’s Capital Improvement Program process which satisfies the City’s bicycle goals and objectives.
- Policy 6.2. Continue to identify and apply for public funding sources to finance bicycle facilities, education and safety programs.
- Policy 6.3. Update the Bicycle Master Plan periodically as required by Caltrans to reflect new policies and/or requirements for bicycle funding.

### **1.4. MAJOR RECOMMENDATIONS OF THE PLAN**

This Bicycle Master Plan recommends expanding and enhancing Fremont’s existing bikeway network with approximately 16 miles of new Class I Bike Paths, 27 miles of new Class II Bike Lanes, and 33 miles of new Class III Bike Routes. The cost of the recommended projects is estimated to be about \$9.1 million for Class I projects, \$815,000 for Class II Bike Lane projects, and \$180,000 for Class III Bike Route projects, combined for a total system buildout cost of about \$10.1 million. The recommended bikeway network is shown in **Figures 5-1 through 5-4** in Chapter 5, and the proposed network cost breakdown is provided in **Table 6-1** in Chapter 6.

In addition to the planned bikeways and bicycle facilities, this plan outlines new support, educational and encouragement programs to improve bicycle safety and get more people to try bicycling for commuting, shopping, and recreation. These recommendations include bicycle parking improvements, bicycle safety and education programs, Safe Routes to School efforts, community and employer outreach programs, and increased police enforcement of motorist and bicyclist traffic violations.

### **1.5. PLAN CONTENTS**

The Fremont Bicycle Master Plan is organized as follows:

- Chapter 2, Existing Conditions, provides a description of the existing bicycle conditions in Fremont. The conditions presented include the existing bicycle network, support facilities, and programs, as well as existing network needs, opportunities and constraints.
- Chapter 3, Planning and Policy Context, provides an overview of relevant planning documents from the City of Fremont and adjacent jurisdictions

- Chapter 4, Needs Analysis, documents the need for bicycle transportation in Fremont including an overview of existing user groups, bicycle commute statistics, and bicycle accident data.
- Chapter 5, Recommended Bikeway System and Improvements, outlines the recommended Class I, II, and III bicycle network map, as well as support facilities and programs such as bicycle parking, Safe Routes to School, and educational efforts that will improve safety and convenience for bicyclist and complement the recommended network. Chapter 5 also includes individual Project Sheets that provide additional detail and highlight design and feasibility issues for each of the major projects identified in this plan.
- Chapter 6, Implementation, provides a complete list of recommended project components with cost estimates, outlines the highest priority projects as determined by the public, city staff, and the BPTAC, and provides a guide to system implementation and funding sources and strategies for getting the recommended bikeway network and facilities built.
- Appendices:
  - Appendix A: Bikeway Planning and Design
  - Appendix B: Bike Plan Survey Form and Results
  - Appendix C: Public Meeting Notices and Summaries
  - Appendix D: Sample Bicycle Parking Code Language
  - Appendix E: Construction Zone Treatments
  - Appendix F: Bicycle Commute and Air Quality Calculations